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RAILWAY BY-LAW.

The Proposed Plan of Railway and Ferry Connection Fully Discussed.

A very large meeting was held in the Victoria Theatre on Saturday evening the 3rd instant, for the purpose of hearing a discussion of the merits of the proposed car ferry service. The audience throughout evinced a very lively interest in the debate, and the speakers were frequently applauded.

Mr. E. V. Bodwell was the first speaker, and explained the scheme in detail. He was followed by Mr. F. S. Barnard, who represented the opponents of the By-law, but this gentleman's arguments were completely answered in the short address of Mr. Lugrin. Mr. Ladner, Reeve of Delta Municipality, also spoke in favor of the proposition.

The following is a complete report of the procedings:

Mr. Bodwell said:—
Mr. Chairman, Ladies and Gentlemen, This meeting has been called in order that I might have an opportunity of explaining to as many of the citizens of Victoria as care to hear me, the details of the proporal to construct a railway and ferry which is now before the City Council. You, Mr. Chairman, will bear me out in the statement that I have from the first, insisted that the public should be taken into our confidence in the most ample manner in all these proceedings. I stated to the council at the very beginning of our negotiations, that I had nothing to conceal from them or from the rate-payers, that I was ready to return a frank and truthful answer to any material question regarding this matter which any Alderman, or any citizen of Victoria might propose to me. It is in that spirit that I am here to-night. I believe that the plan which we have outlined to the people of Victoria is one that will bear discussion on its merits. The promoters consider that while they are asking certain privileges and concessions from the corporation, they are at the same time giving them something which, in the benefits it will confer on the city, is adequate in value to that which the proposed company will receive. In short, Mr. Chairman, I wish to take the stand that ours is a business proposition. If it does not commend itself to the intelligence of the business men and other citizens who are actively interested in the material welfare of Victoria, if they are not convinced that the arrangement is for their benefit as well as that of the proposed company, then I, for one, am free to say that the plan ought to fail. If on the other hand, the rate-payers are convinced of the bona fides and commercial advantages of the railway connection which we offer, then I consider that I am not asking a favor when I request them to support the proposed by-law.—(cheers. I believe the plan is a good one. I know that the proposition is an honest one. I expect to explain it as it really exists,

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and I have no tricks of speech, or improper influence to use, in order to cajole the votes of the rate-payers.

In a communication, which has lately appeared in the papers, a gentleman who is opposed to our scheme suggested that I must be possessed of hypnotic power, or that I could not have impressed the alderman with the advantages or feasibility of the proposed ferry connection. I am afraid, Mr. Chairman, that however well intended, that statement cannot be taken as a compliment either to the members of the aldermanic board or to me. I am sure that if anything influenced them in their deliberations it was the undoubted sincerity which was shown by the promoters, and the fact that the arguments used in their behalf were such as to command themselves to the common sense of ordinarily intelligent men, and were calculated to encourage a commendable and patriotic desire on the part of the council to promote the material interests, and establish the commercial importance of the city in which they have made their homes. (Applause.

RESOURCES OF VANCOUVER ISLAND.

But sir, although I disclaim the possession of any such power as that attributed to me, I think nevertheless that an influence of a mysterious and malign character has been long at work among the citizens of Victoria and the inhabitants of Vancouver Island generally, and that it has been sufficient to create an almost undisturable lethargy among the people. It has been dinned into our ears continuously that the Island of Vancouver has few resources and no commercial future. A condition of thought has thus been produced in which we refuse to credit indisputable facts, and to be guided by the dictates of our ordinary intelligence. Why, sir, is it not plain beyond argument to any reflective mind that we hold on the Island of Vancouver a wealth of latent resource which can scarcely be equalled within the limits of an equal superficial area in any part of the world ? (Cheers.) Consider for a moment some of the things which are already partially exploited. The vast extent and superior quality of our coal production is now too well known, and too universally admitted to require from me anything more than a passing observation. But what is perhaps not so well known is, that we have already on a shipping basis a number of metalliferous mines, which for the amount of development work done have no superior in the far famed Kootenay country, excepting, perhaps, the phenomenal "Le Roi." Moreover there are scattered up and down the West Coast and in various places in the interior numerous quarts prospects which, if they were found in a fashionable mining locality, would have already encouraged the expenditure of hundreds of thousands of dollars in their exploitation.

There are in close vicinity placer indications which, if they were found in the Yukon, in Atlin, or Nome, would cause a stampede of hundreds within the next 48 hours. Within a very few miles of the city of Victoria, iron has been discovered which in the size of vein and structural formation, and in the extent of cropping, and quality of ore is entitled to rank among the leading properties of the famous iron districts of America. It is true our agricultural lands are not so extensive as in other parts, but those we have are most productive.

We are accustomed to dwell with pride upon the extent and character of our timber lands, but how many have actually grasped the potentialities of this great industry. Why, sir, you may leave Victoria and in a few hours time travel over a standard guage railway into a territory where those great giants of the primeval forest stretch themselves upwards until it strains the eye to note their topmost branches, and which are standing as thickly together as the ground will permit. There are acres upon acres of land within easy distance of Victoria, which has produced and can furnish, over 300,000 feet of merchantable lumber to the acre, while its quality is such that in the specifications for the foreign trade lumber is required equal to the Chemainus cut. Sir, I think it a matter of which Victoria may be justly proud that, right at her very doors a manufacturing establishment, whose name is synonymous with that of this city produces an article of commerce which furnishes the standard in quality for the foreign trade of the world. (Applause.)

But, sir, it is not my object, nor would time permit that I should pursue this subject, I mention it only for the purpose of saying that all the false suggestions which have obtained with reference to the Island apply with even more force in the case of the city of Victoria.

It has been so often repeated as almost to have become an axiom among the public that, outside of the attractions which it holds out to the health and pleasure seeker, Victoria has nothing to offer, that she is effectually distanced in the race of cities; that her commercial importance cannot exist. We have heard this statement so frequently from the lips of those who wish it to be the case; it has been echoed so constantly by the pessimists of our own civic household, that

the people have almost come to accept it as an incontrovertible proposition. Yet no greater libel was ever pronounced against the fair fame of a city. (Cheers.)

TRANS-PACIFIC TRADE.

There is a question now which is holding with a most absorbing interest, the attention of those concerned in great commercial undertakings, and that is the possibilities of the trans-Pacific Ocean trade. We have seen its awakening in our midst within the past few years. When not long ago the Canadian Pacific Railway established the Empress line of steamers there were not wanting many critics who pronounced it a rash and foolish enterprise on the part of that great corporation. It was said that the undertaking could not be a commercial success within the experience of anyone then living, and that the line would have to depend for its existence upon the mail and other subsidies which it received. Yet what has happened under our very eyes and in a few short years? I believe none of those steamers have made an unprofitable trip. I understand that their capacity is not now equal to the business which is offered to them.

In the meantime other lines of ocean carriers have been established and are undertaking similar voyages. There is the Dodwell line running three steamers; the N. Y. K. line, with a steamer every month; the Australian line, to say nothing of the great ships which are now being constructed for the Great Northern Railway Company, and numerous tramp vessels.

All of these are, or are to be, engaged in this trade, and with the connection which we offer, it ought not to be long before an independent line is established having its headquarters for Canada at the port of Victoria.

It is interesting to note the political condition in this connection. We see that to-day England, Germany and the United States are standing together in their demand for the "open door," in the trade of the Orient. We know that the world is not strong enough to oppose that combination, and that there is to be in the future unrestricted interchange of commodities with those teeming millions who need everything we can produce, and who are ready to offer in exchange that wondrous store of wealth which fired the imagination of the early navigators when they set out in their frail crafts, braving the storms and dangers of the unknown seas in their quest of the waterway to India. (Applause.)

VICTORIA THE GATEWAY.

Is there in this audience a man whose mind is sufficiently comprehensive to measure the possibilities of expansion in that trade? Is there one whose imagination is sufficient to attain the lofty height from which he can view the glorious panorama which the near future will unfold to the eyes of the admiring world?

If such a one there is I ask him to pause at the very highest stretch of his intellectual flight and recall the fact that the port of Victoria is one of the principal gateways to that commercial domain. (Applause.)

Its geographical situation is such that nature intended this city to receive a loyal and generous tribute from the great bulk of that tremendous traffic. Victoria is the first port of call, and last point of departure, for the greater number of the ocean-going craft engaged. When he leaves this place, the navigator enters a channel which is intricate and difficult, and which, with a large increase in traffic may be styled absolutely dangerous. I am told that even now from Victoria on, the rate of marine insurance is increased by one-eighth of one per cent., and there are heavy pilotage charges. Figure that expense on a steamer worth $1,000,000 with a cargo of $750,000 which many of them carry, and multiply the sum by the number of ships which will shortly be engaged in the trade, and one can form some slight estimate of the tremendous tax upon commerce which this one impost entails, to say nothing of the reluctance of ship owners to expose their property to extraordinary risk even though fully covered by insurance.

VICTORIA'S DIFFICULTY.

Why is it, then that to-day in the infancy of this trade, the ships are passing us, and promoting by the business they afford the prosperity of other places less favored by nature? In what manner can we stretch out a detaining hand upof this source of wealth which is now leaving our door? I think that the answer to both of these questions is simple and plain.

We do not participate because among other things we cannot offer sufficient terminal facilities for the handling of the traffic. We cannot compete with other cities so long as we can hold out no better inducements than we do. Time is lost in breaking bulk, in lightering, discharging and re-loading cargo. Heavy expense is incurred in all these operations which is a tax upon the consignments in lines of business where competition is keen and where prices are cut to the lowest notch. It is plain as day that we cannot get our share of this trade; we cannot begin to reap the advantages of our geographical position, until we put ourselves on an equal footing with mainland cities.

What is it that holds us back from that situation now? Why, simply this, that between us and the Mainland there lies a narrow sheet of water which is too broad to bridge, but which is almost completely sheltered from storm, and which can be crossed in a very short time with almost any kind of craft on nearly every day of the year. An efficient railway ferry cable of thansporting loaded freight and passenger cars puts Victoria on an equal footing for terminal business with Vancouver and other cities of the Coast, and allows her to take full advantage of the geographical position to which I have just alluded. If Victoria does not attain commercial importance with that connection, then fault will lie only with her business methods, but in the present condition no amount of prudence, enterprise or industry on the part of our citizens can overcome the natural obstacles which oppose our progress.

STRATEGETICAL FEATURES.

Not only are these matters important for consideration, but the connection which I am proposing has strategical features which should not be overlooked. Nations arm themselves with the greatest care for offensive warfare, but often and very rightly too they expend much larger sums on works of a purely defensive character I consider that the construction of a railway and ferry connection with the mainland is an essential feature of defence on the part of the city of Victoria. The rapid advance that has been occasioned by the development of the Yukon and Atlin countries has been most favorable for us. We are now doing a very large proportion of that business, but, Mr. Chairman, a glance at the map of the Island will show that it is possible to cut us off almost completely from our share of that trade. We will suppose that the Canadian Pacific Railway obtains control of the charter which has been granted to Mr. Dunsmuir last session of the Dominion Parliament and that they then proceed to construct a railway from Comox to the northern end of the island, and establish a car-ferry service between Comox and Vancouver. One can easily see what an immense advantage such a step would give that city in the northern trade if matters remain as they are to-day. Being able to transmit freight in original packages straight through to the north of the Island, they could make very much better rates than could those merchants who must tranship and handle several times the articles of commerce which they are forwarding to the same market. The C. P. R. could also offer inducements to passengers and customers from the north to Vancoeuver which it would not be possible for Victoria to give. But with a railway connection with the mainland such as we propose Victoria, will stand in the same relative position to Vancouver as she does to-day, and can bid for the Northern trade under the same conditions which now enable her to control it. If, therefore, the plan which is before the rate-payers had no substantive advantage to offer, it would be worth ten times the sum which is asked in order to secure Victoria's position in the future, and save for her merchants the commercial precedence which their own enterprise and industry have already obtained for them.

PLAN GOOD IF ONLY EXPERIMENTAL.

I say, sir, that almost any expense would be justified in even an experimental attempt to obtain so great a result. How much more is a plan worthy of support which offers all these advantages without materially increasing the burdens of the tax-payers, and in circumstances which insure the success of the enterprise from its very inception.

I should prefer, Mr. Chairman, to continue the discussion on broad lines similar to those I have outlined, I think that such considerations ought to be sufficient to convince the rate-payers that the proposal of my clients is worthy of support. I maintain that in matter of this kind we should be able to discount the future, and that we should in considering the question endeavor to reach a lofty and comprehensive point of view. It does not seem to me fair that I should be compelled to show that there will be an actual and immediate return to the rate-payers in kind, for every dollar which they invest. Such are not the influences which control the judgment of enterprising men who engage in large undertakings. Without considerable risk there is no reasonable prospect of a large return. In business enterprises there must always be a certain amount of speculation. It is true that the man who never takes chances, as a rule, makes no great losses, but at the same time his limit of business energy is vastly circumscribed, and he never reaches beyond a respectable mediocrity in the commercial world. So it is with cities. Those that are careful and prudent beyond reason, pursue a humdrum existence, and never become the centres either of population or business which might have been their destiny if their courage had been equal to their opportunities. I think, therefore, that it is a wise and prudent resolve, for a city seeking commercial importance to reach out and extend its enterprise in every possible direction. In some instances it

may make mistakes, but without these semi-speculative risks it will not accomplish anything great. If one venture is a success, it more than counter-balances a number of small failures.

If, therefore, I could not show anything more than that there is a probable or even possible opportunity of securing for Victoria the great advantages which I have indicated I think I could with certainty expect that your judgment would be favorable to the scheme I am advocating.

DIRECT ADVANTAGES.

But, sir, it so happens that not only are all these indirect and possible benefits so intimately connected, and so closely identified, with the proposition that they commend it to the best judgment of reasonably prudent business men, but there are also direct and immediate results—actual returns in dollars and cents—in connection with this matter which ought to, and I believe, will satisfy the minds of the most querulous of our opponents, who require a gilt-edged security and one hundred per cent, on their money before they will make an investment of this character.

At the present time our merchants labor under disadvantages which impose a continual tax upon their enterprise. It is impossible to develop certain lines of business which ought to exist in our midst, and would be very profitable if they were in operation.

For instance we are supposed to have in Victoria terminal rates over all the transcontinental lines. Nominally, that is true; practically, we have an additional charge which is heard of in no other coast city. Every merchant who gets a consignment of goods in Victoria pays a wharfage tax of fifty cents a ton on all through shipments inwards and outwards in other words, on the great bulk of his business he is taxed a dollar a ton for freight carriage over and above that which is paid in Vancouver and Seattle or any other of the coast towns. This amounts to a very large sum when the aggregate shipments are considered. I know of one merchant in this city whose wharfage charges amount to the sum of at least $300 a month. Now, sir, this will be obviated by the present plan. With a railway, having its entrance over the streets of Victoria and its station at the Market, all shipments of goods will be delivered to the merchant wharfage fee. When this was mentioned to one of our citizens the other day, he said: "This is not true. It will only be the Great Northern goods, and they amount to a very small percentage coming to Victoria." But it did not seem to occur to that gentleman that if the wharfage charge were obviated in the case of goods transferred over the Great Northern Railway, and the tax were retained upon shipments coming over any other road, then the Great Northern would be the main carrier of the freight for Victoria. If the other lines wish to compete with that company, they also will be required to establish direct railway connection with the city of Victoria, or lose their business, or if that is not done the wharfage charge will be abolished throughout the whole city, and in any or all of these events the sum now paid on that account will be saved to the merchants. We will, therefore, by the introduction of this railway, have accomplished a direct and positive movement which can be measured in dollars and cents in favor of the advancement and enlargement of the trade of the city of Victoria.

There are also various branches of local business which could rapidly be extended and enlarged if this railway were constructed, but which, as things are at present, cannot be undertaken at all.

Mr. Bodwell then proceeded to show that there were several industries which could be assisted by the ferry connection. At present the Victoria Lumber Company were burning up, or throwing away, great quantities of lumber which could be shipped East at a profit if cars could be loaded at the mill.

There is also the shingle business—a large trade which cannot be undertaken at all, as this product will not stand handling. From Vancouver and Whatcom there has been shipped this year, in this line alone, 800 cars of freight.

The halibut fishing, too, could be successfully followed here if refrigerator cars could be obtained and loaded at Victoria. There would be also greater facilities for handling the ore production on the Island and in many other ways which may be suggested local industry and trade could be advanced.

GREAT NORTHERN CONNECTION.

Continuing, the speaker said: "I feel, therefore, Mr. Chairman, that when I appear before you as the advocate of a car-ferry system, I am on common ground with most of the citizens of Victoria, and I now proceed to discuss a matter about which much has been said during the past few days. I have heard our plan severely criticized because I am not instructed by the Great Northern Company to make this application in their name, and cannot tell the people that the road and ferry will be built, operated, and maintained by that company. Out of deference to what appears to be a popular sentiment, I should be glad if that were so. As I shall presently show,

however, it is only a sentiment and has no practical application. And, moreover I am exceedingly anxious to impress upon this audience that such a consummation cannot obtain within any reasonable length of time. There are reasons why the Great Northern cannot take the course suggested. If the Great Northern business does not come directly into Victoria, it is certain that the C. P. R. will not, and by demanding compliance with a condition which is impossible, the people stand to lose the material advantage which is offered by the connection, which we propose. I say that it is a sentimental notion entirely, and I think I can prove that the man who would support the scheme under one condition of things is occupying a wholly inconsistent position if he opposes the by-law now before the people. We will suppose, for the sake of argument, that this plan were being put forward by the Great Northern railway company, as such. In that case the practical result to the citizens of Victoria would be as follows:—

In the first place, there would be an actual physical connection of the track and road-bed of the transcontinental line with the extension to this city. It needs no demonstration to show you that that visible state of affairs will be obtained by the construction proposed.

Again, in the former case you would see the cars of the Great Northern railway hauled into Victoria, and you would have freight delivered in original packages—that condition also will obtain under the present arrangement, for the Great Northern Company have agreed to handle all their Victoria traffic exclusively over the connection proposed by our plan, and much of it will enter the city in Great Northern cars.

In the former case, also, you would have the heads of departments in the large company interesting themselves in the transportation business here, and while extending their own transactions, they would be assisting the enterprise of Victoria. So it will be now. Why does that company favor this connection? Why are they interested in the success of our plan, if it is not that they are seeking better facilities for traffic, and more opportunities for enlarging their sphere of activity? The extent of that connection, and its consequent advantages to us depend not upon the Great Northern, but upon the good will of our own people and the support which they are ready to give to the enterprise which we have in hand.

In short, Mr. Chairman, I can think of no practical advantage which would result from one set of circumstances which is not to be obtained if the other is in operation. It has been suggested that we should have the guarantee of the Great Northern to the covenants on the part of the company which are contained in the agreement with the city. Sir, such a provision is entirely superfluous. The conditions of the agreement itself are a perfect protection to the corporation. The rate-payers come under no liability whatever until the road is built and in operation, and the moment it ceases to operate, or whenever its powers are used to the disadvantage of Victoria, all payments of the bonus cease, and all franchises granted to the company will be wholly abrogated. Such a clause as that proposed by our opponents would only burden the contract with unnecessary conditions, and would afford no additional safeguard to the corporation. (Cheers.)

COMPARISON WITH FORMER SCHEMES.

The result is, therefore, that the plan which is now presented for adoption has distinct advantages over any which has yet been before the ratepayers. Now, each of those other schemes had very many supporters throughout the city, although they did not possess all of the qualities which entitle the present proposition to a meritorious consideration. The promoters of the Port Angeles ferry asked for a larger bonus than that which is now suggested, but their ferry did not join any railway which is yet constructed. It was certain that the city would have to wait for a very long period before there was any connection with the transcontinental lines; in fact, the building of that line, and its operation afterwards, depended upon contingencies over which the city of Victoria could have no control, and there was no assurance that those contingencies would ever arise, or that the line would ever be in operation.

The plan which was proposed to the city council last year on behalf of certain persons as a citizens' committee was also very much less favorable than the present. It committed the city to a guarantee of interest upon a very large sum of money. Once that guarantee was given, the corporation would be compelled to pay whether the railway scheme under which it was arranged was a successful one or not. But, as I have said, in the present case, the city is under no obligation to pay a cent until the railway is constructed and in operation; and from that time forward the sum is divided into yearly payments. If afterwards, for any reason, the railway ceases to operate, or ceases to be the main thoroughfare of the traffic which is the consideration for giving the bonus, then all future payments stop, and all franchises and privileges are at an end. Therefore, in all these matters, which are essential, the present proposition has advantages over

any which has yet been presented, and I cannot understand how a ratepayer who has been an advocate for any of the ferry connections heretofore outlined, can refuse the present plan a loyal and generous support. (Applause.)

LOCAL BUSINESS.

In this connection, there is a matter to which I have not so far referred, but which is, nevertheless, of considerable importance. The proposed line of construction on the Mainland is such that when the road is completed, it will open up a very important agricultural district, which is capable of producing much more largely than it does at present. It will afford a considerable amount of local business to the road, and by this means a trade will be created with the city of Victoria. Our oponents affect to believe that the construction of this road will not bring business from the Delta and Surrey municipalities to Victoria. I am at a loss to understand so great a change of front from the general concensus of opinion which obtained a year ago. It will be remembered that about that time, a committee was formed of prominent citizens who undertook to obtain the construction of a railway and ferry on lines somewhat similar to the present plan. In connection with that proposition, two gentlemen of very high standing, Mr. Bell and Mr. Keefer, were engaged to make a preliminary report upon the situation both as to the cost of the construction of the railway and as to the business it was likely to secure. These gentlemen were thoroughly competent; they made very careful enquiries and estimates, and presented a report over their own signatures. They have no interest of any sort with the promoters of the present scheme, and they are, I think, competent and reliable witnesses in our behalf. It was almost universally conceded last year that their ideas were correct, and especially their opinion as to the probability of the trade connection which the railroad would create with the municipalities to the south of the Fraser. I can see no reason for a difference now, and I believe that there is no one who seriously doubts the correctness of the conclusions at which these commissioners arrived. In their reports these gentlemen say:

THE DELTA MUNICIPALITY.

The Delta municipality contains approximately 50,000 acres of bottom lands, dyked on all exposed sides with first-class drainage.

It produces as follows:

	Value Per Ton.
2 to 4 tons of hay per acre	$7 to $10
30 to 45 bus. of wheat per acre	25
60 to 100 bus. of oats per acre	20
45 to 60 bus. of barley per acre	20
8 to 12 tons of potatoes per acre	10

The area of dyked lands is about 28,000 acres and it may be fairly considered that this area alone will produce, in crops of various kinds, an average value of $20 per acre, making a total of $560,000. To this, however, must be added the sale of beef, hogs, etc., in like proportion.

The department of agriculture estimates that the Delta municipality produces yearly:

	Tons.
Oats	7,000
Hay	10,000
Potatoes	1,000
Other	200
Live stock, fruit and dairy products	1,000
Total	19,000

Of this amount 10,000 tons would come to Victoria over the projected road. With the favorable conditions that would follow railway construction in that municipality, it is safe to estimate that $750,000 worth of farm produce would be raised there annually.

The municipality of Surrey produce is estimated at 5,000

The municipality of Langley produce is estimated at 2,600

The municipality of Matsqui produce is estimated at ..... No returns

CHILLIWACK MUNCIPALITY.

The total assessment of the municipality is 45,000 acres. When the protection and reclamation works are completed, which are now being constructed, the production will be at least four times as much as at the present time, especially if we are supplied with railroad communication to the coast cities, especially Victoria, which the farmers consider the most desirable market.

The proposed protection works for Chilliwack are separate from the proposed dyking scheme at Sumas, which latter scheme comprises 31,340 acres of land. 15,000 acres of which is prairie, ready for the plough as soon as dyked. The land cannot be excelled for agricultural purposes, and would yield on an average one and one half tons of grain, making 22,500 tons at $20 per ton—$450,000. The estimated cost of the reclamation scheme is $300,000.

Annual productions of the municipality of Chilliwack:

275 tons of fruit at $40 per ton	$ 11,000
6,577 tons of hay at $8.50 per ton	55,000
4,100 tons of grain at $24 per ton	98,400
150 tons of butter at $400 per ton	60,000
305 tons of hogs at $90 per ton	27,450
224 tons of beef at $70 per ton	15,680
3,923 tons of vegetables at $10 per ton	39,230
50 tons of hops at $300 per ton	15,000
15,604 tons, total value	$322,664

The whole assessed area of the municipality of Chilliwack, 45,000 acres, produces a little over $7 per acre at the present time, and will most likely increase.

RECAPITULATION.

	Tons.
Delta	19,200
Surrey	5,000
Langley	2,600
Chilliwack	16,600
Total	43,400

of produce now raised annually in the districts through which this railway proposes to pass and which in a few years after railway construction would exceed 100,000 tons

Put, Mr. Chairman, there is still further evidence upon this point. When this proposition was made to the municipal council of Victoria, the people of those districts showed at once a very active interest in it. A special meeting of the Delta municipal council was called, and a resolution was passed.

Mr. Bodwell here read a resolution of the Delta municipal council, expressing their approval of the proposed railway construction.

Continuing, Mr. Bodwell said: More than that, they have sent a special delegation, consisting of their reeve, Mr. Ladner, and Mr. Behnsen, one of the councillors, who are here upon the platform to-night, and who will, if time permits, address this meeting, and will tell you that in their belief the construction of this road will greatly improve the trade relations between these districts and Victoria.

It seems too clear for argument, Mr. Chairman, that a great deal of trade between Delta and Surrey, and Victoria must be developed by the construction of this road. The agreement with the city provides that the railway shall run through the very centre of these municipalities. We are bound to give favorable freight charges and low rates of passenger travel between these points and Victoria. We have here a market for nearly everything which they produce, and it goes without saying that we can offer the residents of these districts merchantable articles in as great variety and on as reasonable terms as any city in the province of British Columbia.

PRESENT FREIGHT RATES.

At the present time, these people labor under very many disadvantages. Their market is extremely limited, and it is impossible therefore for them to produce anything like the amount which their rich land is capable of. The rates of freight are high. In some of the letters which have been written, it is stated that the Great Northern only charges $1 a ton from Fraser river points to the city of Victoria. This is an entire mistake. The rate is $2 per ton, and the business is carried on under many difficulties. The facilities for transfer are not nearly sufficient, and the result is that the cars of the company are often kept waiting for considerable periods for opportunity to tranship freight, all of which creates expense.

It has been said, also, that the C. P. N. brings that freight on the river boats at from 75 cents to $1 per ton. I do not know from what source these figures were obtained, but I am informed on good authority that they are not correct. In any event, they cannot possibly include the wharfage charges which are attached, and which amount to about 80 cents a ton altogether. But another and more serious feature is the lack of facilities for hauling. It is a very difficult and expensive country in which to keep up roads. So far, they have been endeavoring to carry on business by means of plank roads, but these are expensive to construct and wear out very quickly with heavy traffic. The result is that the road tax of these municipalities is a very serious burden, and one which is constantly increasing. The railway, however, will obviate all these difficulties. It will pass closely to the places where the freight is produced, and there will be abundant facilities for loading and shipping which will save the farmers any long haulage.

DETAILS OF THE AGREEMENT.

Mr. Bodwell then proceeded to explain at some length the details of the proposal. He showed the route which would be taken, the distance which would be travelled by means of the ferry, the facilities for the handling of freight, in loaded cars, and claimed that ample and suitable accommodation would be provided for passenger travel to the number of 400 on each trip. He said that some persons had objected that apparently the scheme did not contemplate the transfer of passenger cars, but it was clear that this could not be the case, since the tracks upon the ferry could be used for passenger as well as for freight cars. The probabilities were, however, that the passengers themselves would prefer to leave the crowded seats of a railroad carriage, in order to enjoy the saloon and cabin accommodations which would be provided on the ferry steamer. The trip across the water, under ordinary circumstances, would occupy about two hours, and it was not likely that passengers would wish to remain in their seats in a car for that period. If the amount of travel justified the putting on of sleeping cars, which would make the trip at night, they could be as easily run upon the ferry as any other car.

It had also been said that the speed of

the boat was not sufficient, but if the average time which is now made by the C. P. N. boats between Victoria and Vancouver were considered, it would be found that the proposed ferry would make as rapid transit as those steamers, and they are now considered to be very fair means of conveyance. Many persons do not appreciate the great increase of cost, both in construction and in operation, which additional speed requires. We had in Victoria not long ago a proposition on the part of the C. P. N. Company to put on an 18-knot boat between Victoria and Vancouver. The estimated cost of that boat was about $500,000, and the insurance alone amounted to $25,000 a year. The city did not then think it was worth their while to grant aid which would even cover the insurance on such a steamer. It would not be reasonable now for the city to pay a bonus which would be sufficient to permit the inauguration of a service such as Alderman Williams suggested, of 18 or 20 knots an hour. The travel at the present time, and probably for some time to come, does not justify such a piece of extravagance, and it would not be ordinary business prudence either on the part of the citizens or the company to provide an unnecessarily expensive means of conveyance. The present agreement requires that a perfectly sea-worthy and efficient steam ferry should be put upon the route. Our agreement with the Great Northern also requires that the plans and specifications of the proposed ferry should be approved by them and should be sufficient for the requirements of the traffic. It is clear that we have not been fairly represented in this matter by those who are attacking us. When this agreement is considered, it will be seen that ample provision is made for a ferry service which is not only sufficient, but is actually beyond the requirements of the business in sight.

ENTRANCE TO THE RIVER.

In this connection it has been stated that the navigation at the mouth of the Fraser is such that the ferry could not be operated successfully except in daylight. This is an entire mistake. The site which we have chosen for our landing is an excellent one. It is perfectly protected from storm and in front of the proposed wharf there is a depth of 50 feet of water. Capt. Gaudin, who is now upon the platform, is my authority for saying that with certain improvements which are almost sure to be made, the navigation at the mouth of the Fraser will be as simple and safe as the entrance to Victoria or Vancouver harbors. The Dominion government now have under contemplation the moving of the lighthouse from its present position to the mouth of the river, and if, in addition to this, a gas buoy is put at the bend there will be no more difficulty in reaching the point where we propose to land than in entering the harbor at Vancouver. In any event, the proposed ferry will be equipped with powerful searchlights which will enable her to pick up the buoys and follow the channel without any difficulty, in the darkest night. The difficulty is not practical in any sense. The proposed arrangements contemplate a service by daylight on the whole trip, but if the exigencies of the trade require the putting on of more ferries, and running more frequent trips it is certain that the few necessary aids to navigation will be readily supplied by the department of marine and fisheries.

Here I pause to observe that some of the gentlemen who have written to the papers have attempted to throw ridicule on our scheme by figuring out the length of time which would be required to transfer freight from an ocean steamer across by our ferry to the Mainland. It did not seem to occur to the writer of that statement that a very great many trips might be made in the course of a single day, even with one ferry. But, does he suppose for a minute that if the trade justified it more ferries could not easily be built and placed upon the route, or that any company operating the road would be so blind to their own interests as not to provide amply for all the traffic which they could possibly arrange to carry? The agreement only expresses the minimum accommodation; it is not intended at all to state the maximum. It provides for all that is necessary at the beginning, and it is certain that the accommodations will be increased as fast as the business requires.

PRIVILEGES ASKED.

Now, for this service, the details of which I have so briefly alluded to, very little aid is asked from the city. There are those who endeavor to magnify the importance of the concessions which are being granted. They take the actual cost of the Market ground and buildings and compute the rate of interest upon that; they also put a theoretical value upon the right of way over the streets, and adding all these sums to the cash bonus, affect to believe that the city is giving very great concessions, indeed, to the proposed company. That, Mr. Chairman, is one way of looking at the case, but it is not a fair estimate. It is true that the market building and grounds cost the city about $100,000, but what are they now? A dead asset. The purposes for which they were intended have not been fulfilled; they are bringing practically no

return to the city, and there is no reasonable hope that they can be utilized in any form which will provide interest upon the amount invested. Under our arrangement we will take that building over; it will be kept in first-class repair, and at the end of the term it will be restored to the condition in which it now is if the city wish to take it back. But the probabilities are that such will not be the case. By establishing a settled business we will improve the value of the surrounding property and at the end of twenty-five years we will have made those premises valuable, and then we are obliged, if we want them for another term, to pay a rental to the city based upon the value of the property which we will create by the works we are maintaining there. Thus, it will be seen that we are taking a dead asset of the city using it as a means of enhancing the value of surrounding property, and creating in itself a valuable asset on which a return in the future is bound to be made to the city. The construction and operation of the railway over the streets does no appreciable damage and the city will be thus saved a considerable cash outlay, for we are required at our own expense to repair and keep in repair that portion of the street which we occupy. If paving is done in those streets we must pave our part at our own expense, and must keep our portion in good repair at all times.

There is another dead asset of the city also, which we are likely to render valuable by our operations. That is the Victoria & Sidney railway. At the present time, the city is paying a bonus every year to that road, and it is not able and cannot, with its present connection within any reasonable length of time, pay more than its running expenses; but, with the business which we will give that road, there is every opportunity for it to earn something towards the reduction of its interest debt. We, are bound by the agreement to make reasonable traffic arrangements with that road. All the business which we give it is just so much in addition to anything which it can do by itself, and this you will see again, sir, that we are by our undertaking improving the value of another asset which is now a dead weight for the city to carry. I think, therefore, Mr. Chairman, that I am right in saying that the only burden in this connection which the people will actually feel is the payment of the $15,000.00 a year bonus, and that, after all, is a very small affair. In an editorial which appeared in the Colonist this morning, the rate is calculated, and it is shown that upon a $1,000 property the tax will be 45 cents a year. It is idle to speak of this as being an appreciable burden on the people of Victoria. There are no tax-payers in the city, except the very largest property holders, who will have any real knowledge of an increase in their rate, and they will be amply compensated by the rise in value of property which will be created by the business we will bring to the city.

MR. HIGGINS' LETTER.

Mr. Bodwell then proceeded to take up the objections to the scheme which had been formulated in an open letter addressed to him by Mr. Higgins, and which appeared in Saturday's Colonist.

He said: "Mr. Chairman, I have no words in which to express the regret I feel at the unfortunate circumstances which prevent Mr. Higgins being present at this meeting. If he were seated on the platform, I am sure that I could in a few minutes convince him that the difficulties which he sees in the proposition do not exist in fact. Most of them have been already provided for, either in the agreement, or by the general law of the land.

He first finds fault that I have not disclosed the names of the promoters of this scheme. With all respect to Mr. Higgins, I think that that is a matter with which he really has no concern.

The rate-payers are not particularly interested in the names of the promoters, but they are vitally concerned with the details of the proposition. In these matters, I am anxious and willing to give the fullest information. I think I know, however, what Mr. Higgins real trouble is in this particular. I may say, for his satisfaction, that certain gentlemen are not in any way connected with this scheme. Neither Mr. Paterson, nor Mr. Riley nor any other officer or stockholder of the Victoria and Sydney Railway are concerned in the transaction which I am now negotiating.

Mr. Higgins also fears that there is no one to be responsible in case the work is not carried on. He says that neither the trustee named in the agreement nor anybody else is liable. He cannot have grasped the meaning of the document in question. It provides that a company shall be formed, and that when the company is formed it shall take over the contract and become responsible for the conditions of the agreement with the city within six months, or else the concessions and bonus awarded shall utterly fail. No work, of course, will be commenced until the company is formed. When the company is formed it will be a railway corporation subject to the general law of the land.

Mr. Higgins also fears that the property-holders and others adjoining the line of road will be injured without any means of recompense. Again he is wrong. It

is not necessary that any such provision should be inserted in the agreement with the city, for the general railway act makes ample provision for all such cases. The company to be formed is a railway company and a railway company must, before it begins construction, tender and pay compensation to all persons whose property is taken or injuriously affected by the construction of the road. The company must file plans of their road, and before they begin construction are obliged to tender amends to any owner who is injured within the the meaning of the act. If the person to whom the tender is made is not satisfied with the amount, a cheap and efficient mode of arbitration is provided for settling the dispute. If the company proceeds with its work before tendering or paying the amount of compensation they may be restrained by injunction. There is therefore no reason that the agreement should concern itself with the situation of the property holders along the line—their legal damages will be assessed and paid really before they are suffered, and should the company collapse, as Mr. Higgins affects to believe it will, those people will not be injured since they will be paid all their damages in advance of the construction of the railway.

But the company cannot "collapse" in the sense in which Mr. Higgins uses the word. This again is another matter which is already provided for by the railway act. This road, when constructed, will be a railway connected with a Dominion road, and will come under the provisions of the Dominion Railway Act. That act provides practically that a railway once built can never cease to be operated as a railway. If it gets into difficulties it will pass either into the hands of the bond-holders, or a judgment creditor. Whoever gets the road must either run it or sell it. If it is sold under process of law to an individual and not to another railway company, the railway act provides that the person shall immediately notify the Minister of Railways of his purchase, and of the plan of operation which he proposes to pursue. It is further enacted that in such a case the purchaser must at the next session of parliament apply for and obtain a charter for the operation of the road, and then the undertaking again becomes the work of a railway company and is subject to all the provisions of the act. Hence it is clear that Mr. Higgins is frightening himself with a shadow, when he supposes for a moment that the company can "collapse," the road bed be torn up and carried away, and the streets and other property be left in the dilapidated and disordered condition which presents such a picture of misery to his sympathetic vision.

He also refers to some of the published reports of my previous remarks, and I think not quite fairly seeks to put me in the position either of misrepresenting the case, or being unable to understand my instructions. In order to accomplish this he quotes two passages from two different reports of my speech without giving any of the connecting sentences. Now, as to these reports, they do not either one of them pretend to be a stenographic re-production of my remarks. I was speaking without notes, and cannot now state the exact language which I used, but it is certain that I was not misunderstood by the audience who heard me. If you will remember, Mr. Chairman, the next day when the council met, you stated that I had not satisfied the people that the Great Northern were behind this proposition, and asked me if I could not get assurance to that effect from the railway company. I told you that I was going to Seattle the next day, and would confer with them. I did so, but was told that beyond what had been said nothing could be stated; that the Great Northern could not do more than agree to make a traffic arrangement for handling the through business exclusively over the road in question, and that if the people of Victoria were not satisfied with that, nothing could be done except to drop the proposition entirely and seek some other method of carrying on the through business. But, sir, I do not think that when the whole report of my speech is read it bears the inference which Mr. Higgins seeks to draw from my remarks. He says that I am reported to have said that the Great Northern were behind the scheme. While, sir, if I did use those words, and I do not now remember that I did, in the sense in which they were used they were entirly accurate, I had previously stated that the proposed connection was to be obtained through the medium of an independent company and that arrangements had been made by which all the transcontinental freight passing over the Great Northern for Victoria would be handled exclusively over the road in question. In that sense, and in that sense only, could the Great Northern Railway be said to be behind the scheme, and surely it was not possible for anyone to misunderstand a colloquial expression of that sort, having regard to the connection in which the language was used. As I have already stated in the beginning of my present remarks, we have this arrangement fully completed; we have agreed for a traffic arrangement with the Great Northern Railway Company, which contemplates the handling of its freight over the connection which we build. The company cannot go further and are not disposed to

make any other arrangement, and, as I have already argued, the practical effects are all that Victoria can be reasonably request.

In this connection, sir, I complain of the manner in which the telegram to Mr. Hill was sent. You Mr. Chairman, know that I was playing with all my cards upon the table; I was giving you frankly all the information which it was in my power to state, and yet an opportunity was taken when my back was turned to send a misleading telegram to the president of the Great Northern railway, not bona fide for the purpose of obtaining information, but with the object of getting a reply which could be used as an election "roorbach" is employed, to stem the tide of popularity which was sweeping over the city in favor of the proposition which I had laid before the council. (Loud applause.)

In conclusion, I wish to say that the proposed plan seems to me to afford all the advantages which can be gained by a ferry connection. It is I believe, the first step in that upward course which I hope our city will pursue. When we establish a ferry service and encourage the increase of traffic, we will be in a position to make a united stand for the improvement of our harbor. The Dominion government cannot then refuse to give us facilities for the transfer of ocean freight which our situation will imperatively demand; and so, step by step, we will proceed toward the accomplishment of the commercial prosperity which we all fondly hope is the destiny of Victoria. But, one step at a time. Let us take advantage of the occasion which is now at hand, and bring into operation a method of transportation which is bound to realize a present prosperity and which seems to point the way to future greatness.

Mr. Bodwell resumed his seat amid loud and prolonged applause.

Mr. F. S. Barnard followed. He said: Mr. Chairman, Ladies and Gentlemen: In appearing before you this evening to offer a few remarks, I do so with much diffidence and a good deal of reluctance. I say first with a good deal of reluctance, because I am fully aware of my own deficiency as a public speaker, and know that I can't do full justice to the subject; but I have been asked by several ratepayers who had read some of my communications to the press, to put in an appearance this evening and reply to Mr. Bodwell.

I say also with much diffidence, because in the first place I feel that I am at a great disadvantage in having to follow so eloquent and practised a speaker as Mr. Bodwell; and secondly, because all opponents of this measure have been characterized by the papers, by some of the aldermen, and by a number of the supporters of the scheme, as belonging to one of two classes in the community—pessimists or one of those who are envious of and dislike seeing anyone else better themselves or make anything.

Now, sir, I maintain that I cannot in fairness be placed in either category, and I appeal to those who have watched me and known my career, and I ask them if I have seemed to be a pessimist or to belong to that class who are envious of the success of others? I have lived here all my life, and for the past twenty years have been actively engaged in business, not only here, but in different parts of the province, and have, I think, shown as much enterprise and been quite as willing to take chances as most of the citizens of Victoria.

I say, sir, that besides "pessimists" and "mossbacks," as opponents of this scheme are called, there is a third—and in point of number, much larger element—who may be included among its opponents, and who may best be described as the party of "common sense." I don't think that there are many mossbacks or pessimists in the community—not more than the average number which will be found in every community—and I think that we are all one in being united in a desire to see something done to keep Victoria where she is to-day—in the front rank, ahead of her rivals. That there should be a feeling of unrest and a desire to outstrip still further our competitors in the race for supremacy is an excellent sign. I don't think that anyone present to-night is afraid of a little increase of taxation. I know that I am not, and I believe that a majority of the ratepayers of this city are quite willing to accede to an increase of taxation, provided they are assured that in return they will receive some benefits commensurate or in fair proportion to the amount contributed.

It is not the amount of subsidy in this case that is objected to. It is the fact that nothing in return or no equivalent is guaranteed to the city by the promoters of the scheme which we are here to hear discussed. Mr. Bodwell has stated that a 20-knot ferry service could not be secured by the city for a subsidy of less than $50,000 a year. Well, sir, I say better—far better—pay $50,000 a year, or even $100,000 a year, and have a connection of some value to the city, rather than even $5,000—let alone $15,000—for something worse than we at present enjoy. Victoria is prosperous and can afford to pay something handsome in the way of assistance towards any project that will tend to advance her interests;

but she can't afford to throw away the sum asked by Mr. Bodwell, which she will be doing if she votes Mr. Bodwell the subsidy he demands.

Sir: Mr. Bodwell, as I said before, has made a most eloquent and forcible speech, his oratorical gifts have shown to the greatest advantage, his flights of rhetoric have been immense, but, after all, what has he said? He has appealed to your sentimental side, as he himself admitted; he has drawn on his imagination, and pictured to your minds what Victoria might be if she was actually the terminus of a transcontinental railway, and he has left it entirely to your imagination to discover how all these beautiful things, which he has so eloquently described, are to be brought about. Mr. Bodwell began his masterly appeal to you by stating that he was here to discuss a purely "business proposition"—but he evidently forgot that such was his mission, for he never got down to business at all; he has done nothing but work on your feelings by drawing wonderful pictures of what might be, without telling you how these dreams are to be realized.

Ladies and gentlemen, it is not the first time we in Victoria have been appealed to in the same way. No doubt when the promoters of the Victoria & Sidney railway were asking you to support the by law brought down in aid of it, some one was engaged to work upon your feelings, and some one used just such arguments as Mr. Bodwell has to-night, to induce you to give it your support.

I was deluded with the rest of you into voting for that scheme, but I don't propose to be fooled a second time, if I can help it. Mr. Bodwell's reference to Port Townsend was rather an unhappy one. Port Townsend, with its magnificent buildings, some finished and never occupied, others only half built and now going to wreck and ruin, is the best illustration you can have of the result of half-hearted measures taken to make it the terminus of a transcontinental railway by means of a branch line built to connect it with the actual terminus.

No doubt the citizens of Port Townsend were discoursed with by some one nearly as eloquent as Mr. Bodwell, and fully persuaded that the connection they were asked to subsidize would produce wonderful results.

Then, again, we have Anacortes, on Ship Harbor, just 30 miles due east of us. Anacortes has just the same kind of connection with the transcontinental railways—only much more adequate, and obtained at a much less cost, because no ferry scheme entered into the calculation—as it is proposed to give you by Mr. Bodwell and his friends. Virtually all the transcontinental railways, including the Canadian Pacific, have for ten years past had an entry into Anacortes over a branch line, built by that city. Where is Anacortes to-day? As dead as Port Townsend, I say. Some one interjects "Not so dead" Well, all I can say is that it is pretty dead.

Yes, with as fine a harbor as that possessed by any of the Puget Sound cities, nearer the Pacific ocean than any other, and with practically all the transcontinental roads connected with it, none of which had to build over water to reach it, there it is to-day, I say, dead? quite dead! Why are these places dead, Mr. Chairman? Because, Sir, neither of them is the terminus of a transcontinental railway with all that the term "terminus of a transcontinental railway" is intended to imply.

As I said before, Mr. Bodwell has sketched beautiful pictures, described in "hifalutin" language, but he has failed to show you how his scheme is to produce the results claimed. It is virtually admitted by Mr. Bodwell that for passenger traffic it can not be a formidable competitor with the other companies. I have a map here of Puget Sound waters, which I would like to use in explaining my argument. It is upon rather a small scale, but I will point out the different points in which we are interested in connection with the matter before us. Everett is just 60 miles from Victoria in an air line, and about 70 by water. Remember that Everett is the objective point in against 70 miles by water. Is it reasonett that the branch line with which Victoria is to be connected is built, and is in operation at present. That is to say, the Great Northern railway has a line running 110 miles north to a point on the Fraser river, just opposite New Westminster. From this point it is proposed to build to the mouth of the Fraser, 16 miles, from whence a ferry is to be operated to Sidney, a distance of 40 miles; from Sidney into Victoria is 16 miles more, making the distance from Everett by land and water, via New Westminster and Sidney, 176 miles, as against 70 miles by water. It is reasonable to suppose that any passenger traffic either coming from the East bound for Victoria, or going from Victoria and bound for the East, would go round about at much more discomfort and inconvenience rather than take a steamer operating direct between Everett and Victoria, or Seattle and Victoria. Is there a man in this audience who, if he intended being a passenger over the Great Northern to some Eastern point, would think of travelling via Sidney and New Westminster to reach Everett, 176 miles, rather than take a comfortable

steamer, save time and money and go direct to Everett or Seattle?

For these reasons I claim, sir, that as a transcontinental railway connection for passenger travel the scheme must be a failure, and even its friends admit this argument unanswerable.

We then next come to the question of freight. One of the arguments used in its favor is that freight will be brought into Victoria in freight cars. Well, I say that as this freight must pass through Everett, why not run it on to a ferry—a railway ferry—at Everett and send it across to Victoria? The distance is only 70 miles by water, whereas if it is sent via Sidney it must undergo a further land haulage of 140 miles and a ferryage of 40 miles—or, as Mr. Bodwell interjects, 30 miles anyway. It is claimed that there are a number of industries which could extend their operations if they could ship their products in bulk in freight cars. Well, sir, the E. & N. Railway Co. are now ferrying freight cars across the Gulf of Georgia; why not bring cars over that line into Victoria. Another argument used in favor of this scheme is that 50 cents a ton wharfage is saved to the merchant. I claim that this is only taking the amount out of one Victorian's pocket and putting it into the pocket of another. We don't want—Mr. Bodwell surely don't want—to see our wharves fall into decay. Wharves are as necessary for a seaport to accommodate and encourage shipping as sidewalks, bridges and streets are to accommodate vehicular and other traffic.

Mr. Bodwell has endeavored to work upon your fears by drawing a suppositious case in asking you to believe it possible that the C. P. R. contemplate establishing a ferry from Vancouver to Nanaimo; then, by acquiring a charter, to build a railway to the north end of the Island, and thus cut Victoria off entirely from the northern trade. To this I can only reply that we must give the C. P. R. people credit for being possessed with ordinary common sense, and for knowing what everyone with any knowledge of the transportation business knows—that it is impossible for railways to compete with water transportation when the latter is available. I say, sir, that there is very much greater danger of Victoria being cut off from the northern trade by driving the C. P. N. Co. away from us than from any other cause. I was told some time ago—before Mr. Bodwell's scheme had ever been mooted—that there was a movement on foot in Vancouver to offer the C. P. N. Co. free wharfage, free water and freedom from taxation as an inducement for them to move their headquarters to that point. Now that we know that they propose to build a new steamer for the northern trade, is there not some danger that they may make Vancouver its terminus? Nearly all the freight for the North passes through Vancouver, and time and fuel can be saved if the company choose to desert Victoria. I say, then, let us do nothing at present to endanger the trade which the C. P. N. Co. bring to our doors. It is more important to have them with us than to assist the silly project proposed by Mr. Bodwell.

Ladies and gentlemen, I have been now twice reminded by the chairman that my time is up. This is Mr. Bodwell's meeting; he allotted me twenty minutes, and I have stolen another ten, but it is impossible to reply fully to his speech, which occupied over two hours, in so short a time.

I must apologize for the disconnected and incoherent manner in which I have attempted to reply to Mr. Bodwell, but, as I before said, I have no pretensions to being a public speaker. If I had been a success in that line I might have stuck to politics, in which I was engaged for some years. There are many other points I would have liked to refer to to-night, such as the class of railway to be built; the indifferent service proposed to be given; the low speed of the ferry; the fact that all the money raised on the strength of Victoria's credit is to be spent for the benefit of Mr. Ladner—who is here to address you on behalf of the scheme—and of the farmers of the Delta; the fact that $200,000 will do all that is required under the proposed contract with the city, whereas we are giving about $375,000 away; the very important feature of a lack of provision for any connection with Vancouver, as it was at first claimed by Mr. Bodwell would be provided; and many other points which ought to be taken up and discussed. I would only like to add that one of my chief objections to the by-law is that $15,000 a year could be spent in Victoria so much more judiciously. Not one dollar—or at least very little of the amount raised by Mr. Bodwell's mysterious company on the strength of our credit will be spent here. Yet when any ratepayer wants more light, asks for sewerage, begs for repair of sidewalk, or declaims about the condition of our bridges, he is told that the city can't afford it—"there is no money." Notwithstanding which our aldermen are prepared to give some person or persons unknown the equivalent of over $300,000 to spend on the banks of the Fraser.

Mr. Lugrin said: I can say as far as the Colonist is concerned that Mr. Barnard is quite mistaken when he says that he was referred to in the press as a mossback. The Colonist is not in the

habit of referring to people in that way.

Mr. Barnard asks why, if the Great Northern wants to bring freight to Victoria, it does not bring it by steamer from Everett. The answer is that there is no steamer plying between Victoria and Everett. Another answer is that it is cheaper to bring it to Victoria by the proposed route. It will cost 22 cents per ton to bring a carload of freight the additional distance around by rail, which is less than half as much as it costs to transfer the freight from a car to a steamer at Everett or anywhere else. I am referring now to the cost of the carriage by rail—the actual cost of moving the loaded car standing on the track at Everett. This estimate is based upon the statistics in the report of the Interstate Commerce commission. There the cost of handling freight, including everything that is chargeable against the freight department, is put at .47 of one cent per mile per ton. Now, for freight standing upon a track in a car there must be a large deduction from this, and the expense for the additional haulage will not exceed two-fifths and perhaps not 'one-third of a cent per mile, which for the additional distance is less than half what it would cost to transfer the freight from the Great Northern cars to a steamer. Therefore the additional rail haulage would make a saving to the company. Even if the cost per mile were twice as great as I have estimated, the company would save by not transferring its freight, in addition to having the longer haul, which is an advantage to the company.

Mr. Barnard has asked why the car ferry is not put on directly from Everett. The answer to this is that there could not by any possibility be any way freight between Everett and Victoria, while there will be a large amount of way freight developed in the Lower Fraser to go towards the cost of operating the railway ferry.

He also asks why the C. P. R. cars do not now come to Victoria. A sufficient answer is that they do not. I do not know the reason, but I know the fact. Doubtless the C. P. R. has good reasons for its line of action. But it is a fact that cars from all over the continent are taken to Cumberland—that is, by transfer barge to Union wharf, and thence by rail. The business men who went on the excursion to Comox saw the cars there.

Mr. Barnard—They go there for coal.

Mr. Lugrin—I thank you for the suggestion. They go there for coal. They go to Ladysmith for coal. They go to Chemainus and Shawnigan Lake, I suppose, for lumber. I do not know what they go to Duncan's for. If Great Northern cars come to Victoria, they will come for something, and Mr. Bodwell has told you what that something will be. I am informed that by arrangement the C. P. R. does not send its cars into Victoria. But, however this may be, Victoria is the only place on Vancouver Island, except Alberni, where cars from all parts of the continent do not go directly to deliver their freight.

Mr. Barnard objects that the proposed railway will not be a part of a transcontinental line—that is, it will not have an ocean terminus in Victoria. I am surprised that he should say this. He surely does not think that a railway within a stone's throw of the harbor is going to stop there and not be extended to the wharves of ocean steamships. My contention is that the moment a transcontinental railway enters Victoria it must be regarded as having reached the ocean, and the question of the short extension necessary to carry the line to the wharves can only be a matter of very brief time. This particular project does not contemplate such an extension as a part of the contract with the city, but if Mr. Barnard wishes the people to think the line will never be built over the narrow space between it and the water, he has less faith in the future of Victoria than I think he has.

In regard to business to be developed over a line to the north of the Island, I think there is a real danger in what Mr. Bodwell suggests as to the possibility of that business being diverted to Vancouver. When that line is built, the Canadian Pacific will connect with it at Nanaimo or some point north, and it is absurd to think that the company will haul its business down to Victoria for the pleasure of hauling it back again. It is a simple business proposition for the C. P. R. to get from Vancouver to the railway on the Island in the shortest possible way, and the C. P. R. is conducted on business principles. In order to bring in this direction any share of the through business developed over a railway to the Island, that is to be on the main line not on a branch, Victoria needs railway connection with the lines coming in from the South, and such a connection this proposed line will give us.

It is so very late that I cannot mention many things that I would like to, but before I sit down I must say something of the enormous resources of the Lower Fraser, which this railway will assist in developing, and a large share of the trade of which it will bring to Victoria. The Lower Fraser valley has a vast extent of the most fertile land in the world. It can support a population of a million people. Dismissing all considerations as to through traffic, and

dealing alone with the resources of this wonderful valley, I hold that it is well worth what is asked of the ratepayers of Victoria to secure the proposed railway connection with it. This of itself will greatly add to the prosperity and business importance of the city.

Mr. Lugrin closed his remarks by asking Mr. Ladner to address the meeting.

W. H. Ladner was the next speaker. After explaining that he had been called upon to speak entirely unexpected, he said:

The promoters of the railway asked that a special meeting of the Delta council be called to consider the scheme as outlined in the by-law. Well, we called a special meeting and passed the resolution which you have heard Mr. Bodwell read, and which explains itself. The meeting appointed three delegates to come to Victoria and urge the citizens to support the scheme, and we came over. The people in my section are decidedly in favor of the proposition to which you are giving consideration. I remember very well what we called "Gas Town" (Granville) amounted to before the advent of the C. P. R. And now look at Vancouver to-day. What has built up that splendid city? Nothing but the railway. And if a railway did that for Vancouver, what would it do for Victoria? I spent many years on the Fraser river, and little did I think I would ever ride along its banks on a railway. But I have done so; and I hope to be able to do so shortly right through to Victoria. The other day it took me 13½ hours to come here—a distance of 50 miles. Victoria should get the railway by all means; it will be the forerunner of a road to the interior to tap the Kootenay and Similkameen countries. Why should we not keep the trade of those countries for ourselves? We are all in favor of the railway over our way. Quite a number of the settlers owning lands are so anxious to see it built that they will give the right-of-way, and some will give a bonus as well. I hope to see the scheme go ahead. (Applause.)

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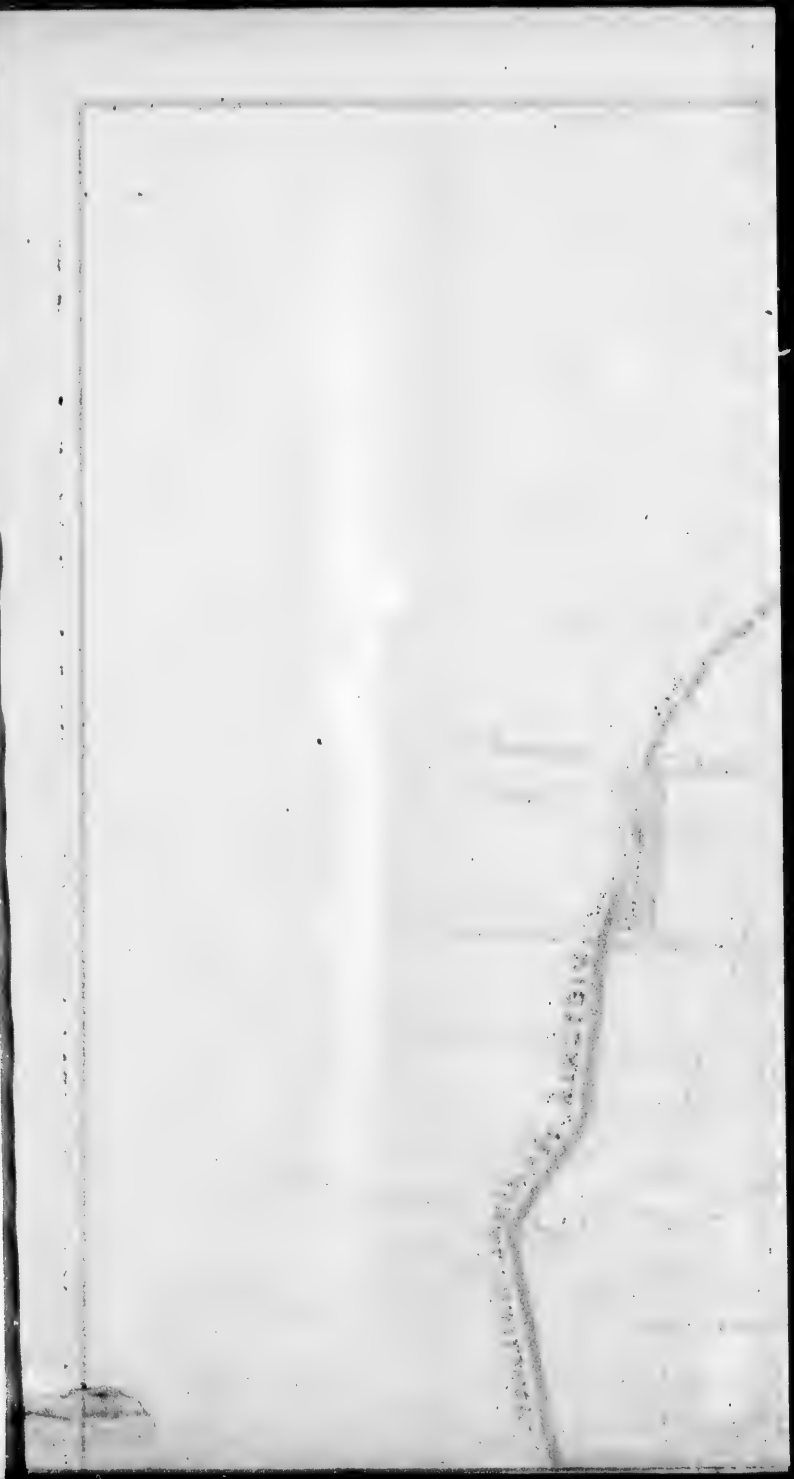


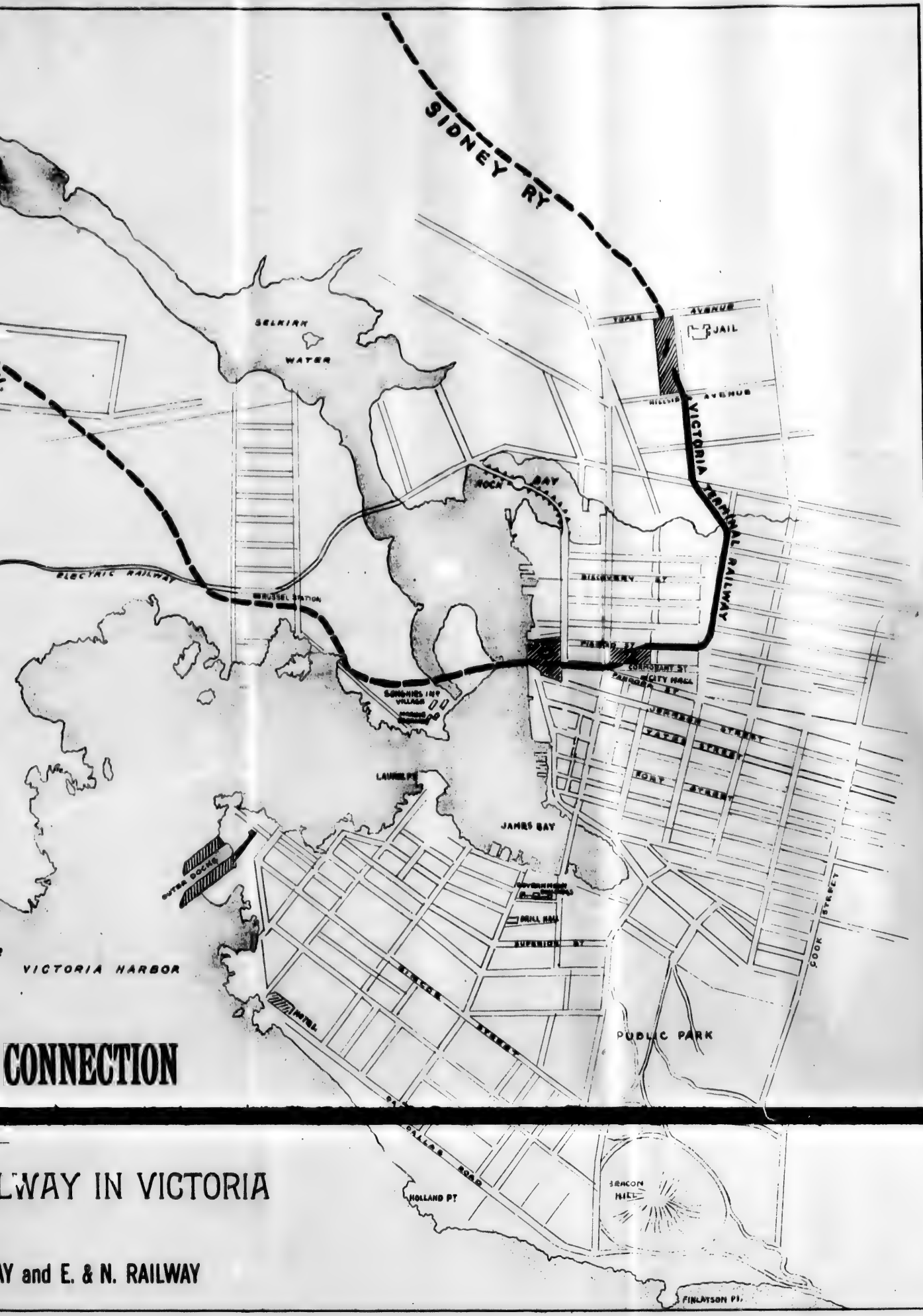
NOTE:
No 1 VICTORIA & SIDNEY RY STATION.
No 2 MARKET OR PROPOSED UNION STATION.
No 3 E. & N. RY STATION.

RAILWAY AND FERRY CONNECT

PROPOSED ROUTE OF RAILWAY IN

SHEWING

CONNECTION WITH SIDNEY RAILWAY and E. & N.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VICTORIA TERMINAL RAILWAY
ROCK BAY
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FISGARD ST
CORMORANT ST
CITY HALL
PANDORA ST
JOHNSON STREET
YATES STREET
FORT AVENUE
LAURIE PT
JAMES BAY
OUTER DOCKS
GOVERNMENT HOUSE
DRILL HALL
SUPERIOR ST
COOK STREET
VICTORIA HARBOR
SIMCOE STREET
HOTEL
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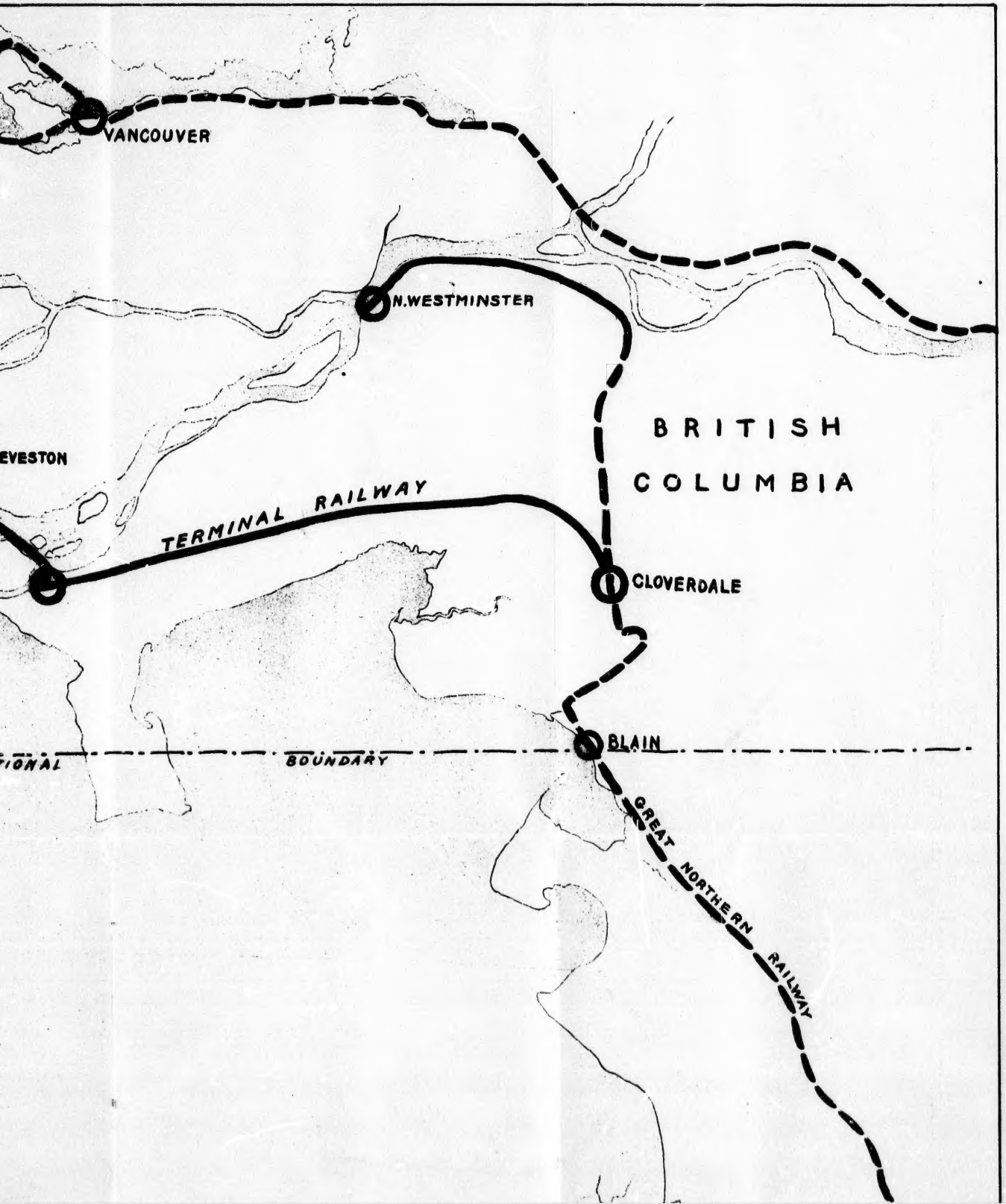
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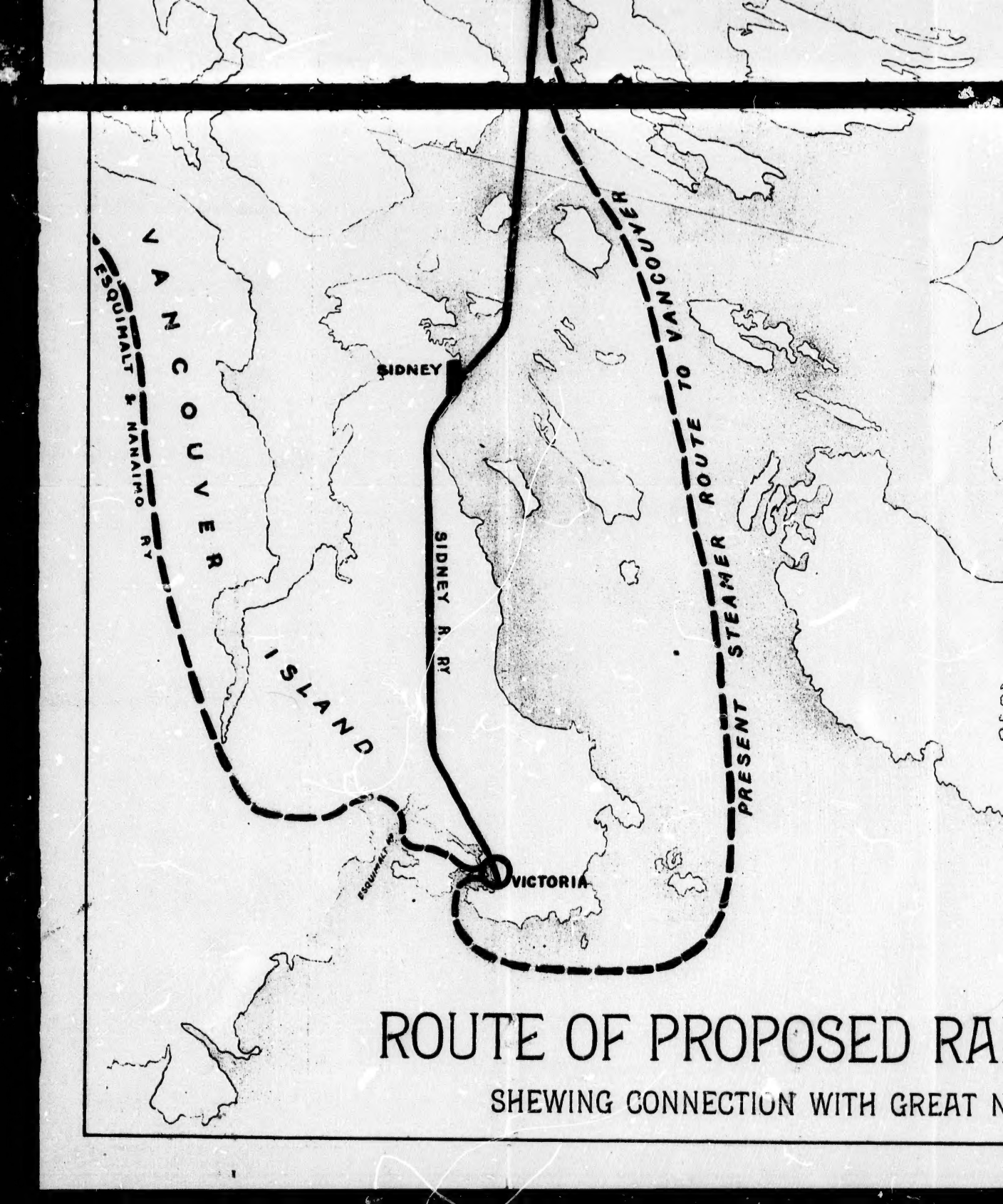
VANCOUVER ISLAND
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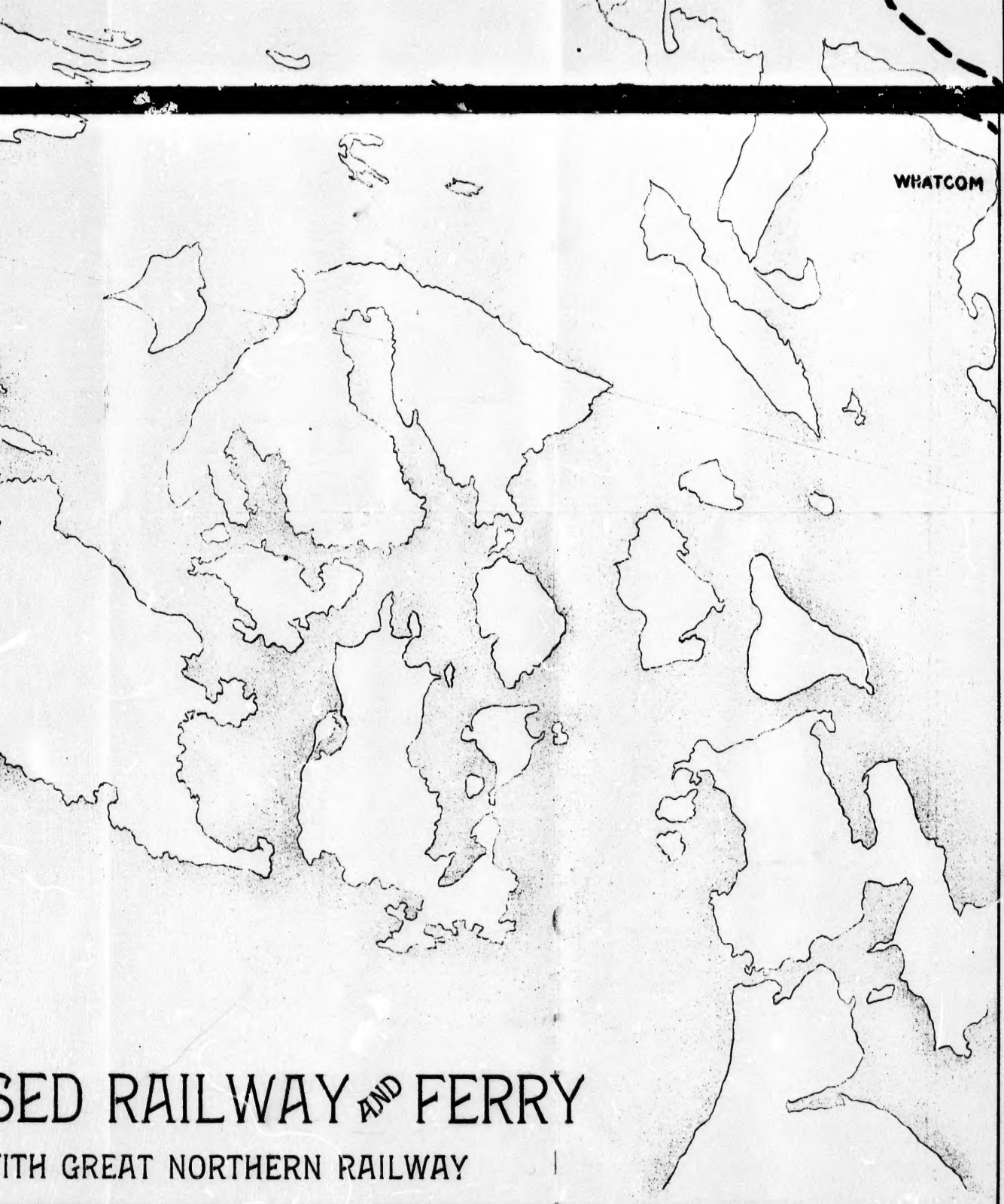

SED RAILWAY AND FERRY

ITH GREAT NORTHERN RAILWAY